

15-30-89
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ASH GROVE CEMENT WEST, INC.

Inter-Office Memorandum

Date May 30, 1989

To George Wells

From Ken Rone

Copies to Dick Cooke

Subject Progress Report

Jim Post

WEST TERMINAL

The Hydraulic piston ram stripped out of it's attachment resulting in the loss of our ability to lift the boom on the Midwest Unloader. Two days were required to dismantle the damaged assembly. During this time various activities were begun to correct the problem. A new ram shaft will be machined. Other items will be corrected as required. An outage of 14 days is expected.

The motors driving the elevator buckets were malfunctioning so were disassembled to determine the cause. Serious pitting and bearing damage was apparent internally on the wear faces. Because the motors are bi-rotational, they were switched side for side which reverses their direction. This should provide good service for two years but new motors should be planned for. I estimate the cost of the motors at \$50K each.

Two grievances were settled at first step. Also, the lingering issue of what constitutes inconvenience to the employer was settled by our acknowledging that payment of over-time is not an inconvenience.

Mr. Jacobson is following up on the agent's claim that rain delay does not count while a ship is at anchor. Lonestar's Charter Party Agreement holds the answer. We do not have a complete copy of this agreement.

EAST TERMINAL

MSHA announced that their jurisdiction covers the dismantling of mine operations. Because that is what we are in the process of doing, we thus return to their jurisdiction. I feel they may be on shaky ground, however MSHA is no threat to our operation and I feel we can accept their interpretation with minor inconvenience.

Montana type II finally arrived in sufficient quantities to ease the immediate inventory constraint. I will continue to request 30 cars per week of Montana II and 25 cars per week of Durkee I. I requested that masonry and oilwell cement be shipped in non-standard cars, making more cars available for the type II movement.

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The chrome bricks were removed from kiln #2 and await trucking to Durkee. We will remove the chrome bricks from kiln #1 this week.

We worked overtime on Memorial Day (3 men 8-hours shifts) to unload railcars.

SAFETY

There were no reportable accidents at either terminal.

The West Terminal is continuing to gear up & make corrections based on advisories by a WISHA consultant who had made a tour of our facility recently at our request.

SHIPMENTS

East Terminal - 5,838 Tons
West Terminal - 2,645 Tons
LSNW Shipments - 2,644 Tons

KJR:wsu

